GRUMMAN plane news

Vol. 39, No. 2, January 25, 1980, Bethpage, N. Y.

New contract from Boeing

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Energy alert set for Feb.

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G-III soars at Calverton

-pg. 5

Mockup close-up. *Finishing touches are added to mockup of the nacelle that Grumman is building for re-engining the McDonnell-Douglas DC-8 airliners. Grumman is under contract to CAMMACORP to produce nacelles and pylons for the power-plants which are built by General Electric and SNECMA, a French manufacturer. In a related area, Grumman consolidates all subcontract programs into one new department. See page 3. (Photo by Rich Breunig.)*

people

Friends still remember Jake

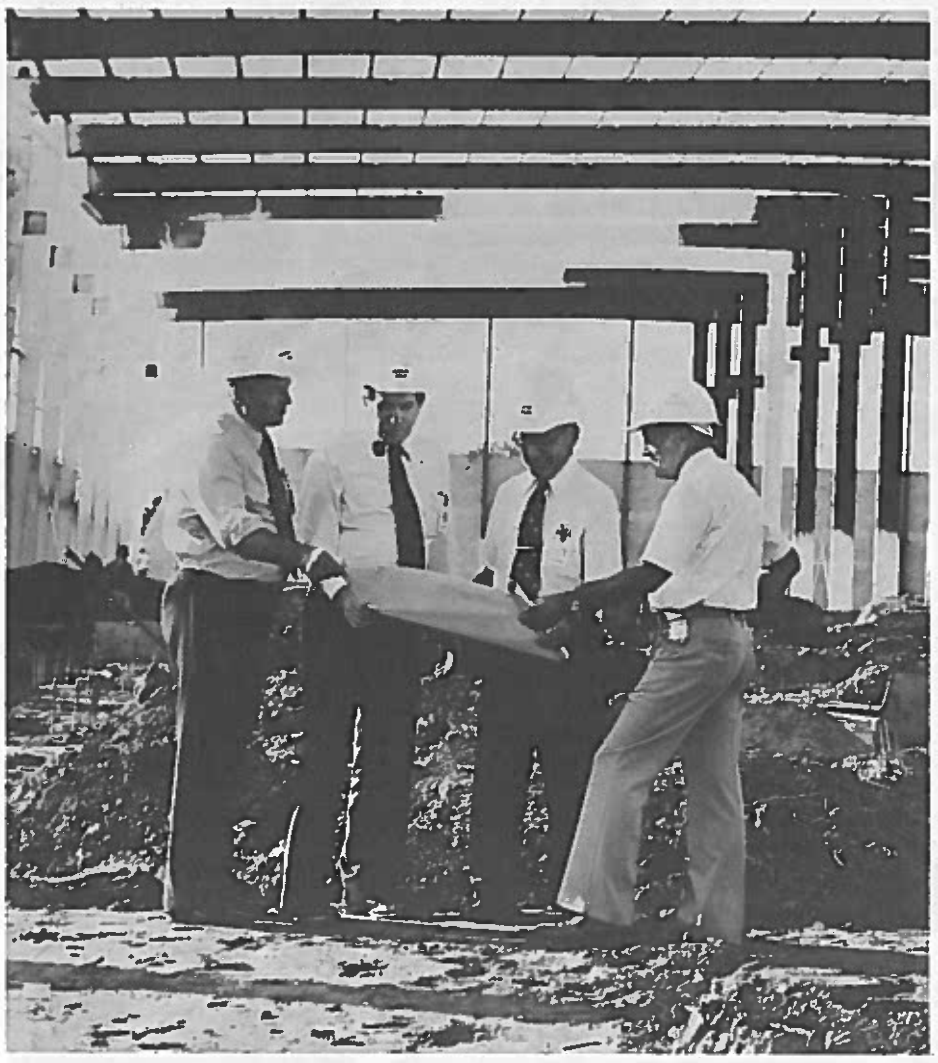
Twenty years ago the friends of Jake Swirbul, looking for a fitting tribute for the late Grumman president, funded a library bearing his name at Adelphi University.

Now, under the leadership of George Skurla, chairman and president, a move has started to expand the Swirbul library. Skurla, along with two other Friends of Swirbul, James Linen, Grumman board member, and William J. Casey, former chairman of the Securities and Exchange Commission, is heading the $3.5 million fund drive.

Adelphi has announced that gifts and pledges of $2.5 million have been received, and the National Endowment for the Humanities will provide matching funds to help meet the final million dollars.

Sterling gold. *Stanley Orlasky, final assembly inspector at Calverton, was awarded a gold watch by Project Sterling in appreciation of his one hundredth approved suggestion. Over the years, his cost saving ideas have earned him more than $1,300 and several additional recognition awards.*

West Coast salute. *Quip by Executive Vice President Mike Pelehach (R) during recent presentation of Project Sterling awards drew smiles from top idea men at Pt. Mugu, California. Those honored by Pelehach and Charlie Brown, (2nd L) operations director at the site, were (L-R) Ron Tredy, Rich Hall, Howard Province and Leroy Kullman.*



Site seeing. *Executive Vice President John O'Brien (2-L) recently toured the new building site in Stuart, Florida with Vice President and General Manager Ed Dalva (2-R). Going over the blueprints with them are Dick Heiligenstadt, Facilities project engineer (L), and Manny Salerno, Facilities Maintenance superintendent (R). The 100,000 square-foot building is to be completed by June. It will be used for the assembly of the Boeing 767 wing center section.*

Grummanite appears on tv; advises bereaved parents

Grumman employee Ernie Freireich will soon be seen on New York area television as a guest on the Stanley Siegel Show. Ernie, who works in Supplier Surveillance in Pl. 40, is one of the founders of Compassionate Friends, a national organization for bereaved parents.

"There is no death so saddening as the death of your child," he says, explaining that he learned that painful truth five years ago when his son died at age 17.

The non-profit organization now has 150 chapters across the country. Ernie explains that it is a self-help group of people who have discovered that grief is somewhat lessened for having shared it with others. "We have no pat solutions nor easy answers. The group simply provides bereaved parents with the opportunity to talk with others who understand what they're going through," he says.

The Stanley Siegel Show will be aired Thursday, February 7 at 9:00 a.m. on Channel 2 in the New York vicinity.

The Long Island chapter of Compassionate Friends, of which Ernie is chairman, meets the last Friday of every month at 31 West Main St. in Babylon (upstairs from the Chemical Bank). For more information, write them at P.O. Box 117, Commack, N.Y. 11725.

GRUMMAN plane news

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Organize new area for subcontracts effort

To better serve its customers and to sharpen its competitive edge for the Eighties, Grumman Aerospace consolidated all its subcontracting efforts into a new organization called Subcontract and Commercial Products.

This corporate action was announced at the end of 1979 by George Skurla, Chairman and President; and Executive Vice Presidents John O'Brien and Mike Pelehach. Tom McGrath was appointed managing director of Subcontract and Commercial Products.

In making the announcement, Skurla stressed the importance of increasing Grumman's business base in the prime area of subcontracting. "Tremendous strides have been made in the subcontract field during the past decade," said Skurla. "The challenge of the Eighties lies not only in continued delivery of top quality products, but expansion into new subcontract ventures."

McGrath has been involved in Grumman program management for a number of years, including the Shuttle Trainer Aircraft, and the Nacelles and Thrust Reversers Programs. His most recent post was as assistant to the chairman and president. In his new position, he reports directly to Executive Vice President-Operations, John O'Brien.

Tom McGrath

Asked to give a brief rundown on what programs are involved in the consolidation, McGrath replied:

- **Boeing Programs** directed by Tom Main. Grumman won a major subcontract to fabricate and assemble the center wing stub and keel beam assembly for the new Boeing 767. This program is firm through 1984. Grumman will deliver 17 shipsets in 1981 and growing to 102 a year in 1984. At Glen Arm, Maryland, work continues on manufacturing of wing skins for Boeing's 727. Grumman is awaiting word on its proposals for work on Boeing's new 757 commercial jet.
- **Nacelle/Thrust Reverser Program** directed by Ron Pond. At present, there are six customers for nacelles and thrust reversers for corproate jets. In 1979, Grumman was selected by Camma Corporation to design and fabricate the nacelle, fabricate the pylon, and complete engine build-up for the G.E. CFM-56 engine used on the stretched McDonnell Douglas DC-8. Over the next five years, this program will produce revenues approaching $200-million.
- **Aero-structure Subcontracts** headed by Paul Butler. Work includes subcontract for the U.S. Air Force/Fairchild A-10 aircraft; and Sikorsky's CH-53 military helicopter and S-76 commercial helicopter.
- **Special Programs** (commercial products only) directed by Gerry Maurer. At present, this group is busy helping to certify the Grumman HU-16 amphibian aircraft for Resorts International; and modifying HU-16s for the Smithsonian Institute.
- **Gulfstream Programs** under the direction of Bill Fehrs. Aside from designing and engineering the new Gulfstream III, Grumman is conducting an extensive flight test program at Calverton for Gulfstream American's new corporate jet. Detailed parts are also being manufactured at Grumman for the G-III.

Assisting McGrath in the Subcontract and Commercial Products are: Randolph Sablich, director of Business Operations, Al Hall, director of Marketing, and Walter Ludwig, director of Development.

By the end of February, over 400 people associated with Subcontracts and Commercial Products will be located in Plant 9, a black reflective glass building on Route 110 in Melville, a few blocks north of Plant 40.

McGrath views this entire team under one roof concept as a big asset for both Grumman and its customers. "Bringing together the corporate expertise in subcontract work will ensure that our customers will receive the utmost attention," states McGrath. "In addition, it will allow for cross pollinization of ideas and skills."

Commenting on the new organization in a letter to subcontract customers, O'Brien said, "I sincerely believe that these changes further express our corporation's commitment that your programs will continue to get the proper attention within the aerospace organization."

Latest Grumman subcontract is for spoilers on new 757

Grumman Aerospace's newest subcontract is for the wing spoilers on the new Boeing 757 commercial aircraft.

Under a multi-million dollar agreement announced Tuesday, January 22 by Grumman and Boeing, Grumman will build 200 shipsets of spoilers. If contract options are exercised, Grumman could build 200 additional shipsets.

"This contract demonstrates the continuing success of our concentric diversification program into major aerospace subcontracting work," said George M. Skurla, chairman and president of Grumman Aerospace. "And our work on Boeing commercial aircraft including the 727 and 767 is a substantial portion of this diversification effort."

Grumman has been building the wing skins for the Boeing 727 since 1977, and last year was awarded a multi-million dollar contract to build the center wing stub for the 767.

In the interest of saving weight for the fuel-efficient 757 twinjet, the spoilers will be built from light-weight graphite epoxy material at Grumman's composites facility in Milledgeville, Georgia.

Each shipset is made up of 12 individual spoilers which are approximately six feet long. The spoilers are wing control surfaces which are mounted on the top side of the wing.

The 757 is a fuel-efficient twinjet designed to save up to 40 percent of the fuel burned by present-day aircraft in its class. The airplane will begin flight testing in early 1982.

TRAM test. *VA-65 Tigers from Oceana Naval Air Station, Va., recently flew the first four production A-6 TRAMs in exercises at Fallon NAS, Nev. The turret of the TRAM (Target Recognition Attack Multisensor) is visible under the nose of the aircraft. This latest improvement provides better target detection and tracking and automatic weapons delivery. The all-weather TRAM gives the crew television-quality pictures of targets that are not sharp on radar and cannot be seen by the unaided human eye. (Photo by Rich Breunig.)*

February to be energy awareness month for Grumman family

Next month has been designated as Energy Awareness Month at Grumman. During February all Grumman Aerospace facilities will have special activities to call attention to the company's achievements at conservation and the continued need for all of us to save energy at home and on the job.

Family theme

The theme of the awareness program is "The Grumman Family, Saving Energy Today for Tomorrow." To portray the theme visually, a colorful poster has been designed to show five real life members of the Grumman family.

A specially designed exhibit will visit each of Grumman's major facilities along the East Coast from Long Island to Stuart, Florida. The multi-panel display will have information and illustrations on how we all can help conserve energy. The display will be manned by a representative from the company's Energy Conservation Services department who will be available to answer questions Grummanites may have about how they can use energy more effeciently.

Members of this department are well qualified to dispense energy saving advice.

Conservation began in '73

Energy Conservation Services is responsible for the company-wide energy conservation effort which began in 1973. Since then, Grumman has cut its consumption of energy at all facilities and has exceeded the average reduction achieved by industry and governmental agencies.

Impressive figures

From 1973 to December of 1978, Grumman reduced energy consumption by 20 percent while the Federal Energy Administration's (FEA) guidelines called for 16 percent. The FEA has since given way to the Department of Energy (DOE) whose guidelines call for a 20 percent reduction in energy use for the ten-year period from 1975 to 1985. By the end of 1978, Grumman already had reduced energy consumption by slightly more than half of that target: 10.1 percent; federal agencies had reduced their usage by 5.9 percent.

President Carter and the DOE have mandated that federal agencies must meet federal guidelines and have requested that industry voluntarily do so. Grumman's voluntary effort has resulted in savings equivalent to 777,302 barrels of oil, enough to heat 32,646 Long Island homes for a year.

Figures for 1979 have not been tallied yet, but every indication is that overall fuel consumption at Grumman decreased once again.

Knowledge passed along

Our company's knowledge of how to best cut back on energy use is being passed along directly to business, industry and governmental agencies around the country. For the past year the company has been under contract to the DOE to conduct a series seminars to educate others on how to best utilize energy in a more efficiently. Since last year Energy Conservations Services has conducted 14 such courses for more than 1,000 people.

During Energy Awareness Month Grummanites will have the opportunity to benefit from the vast knowledge and experience of a department which is a leader in the nation's quest for energy independence.

Energy display

The special Energy Awareness display will tour every major Grumman Aerospace location along the East Coast during February. Plan to visit the display when it comes to the cafeteria or buffeteria nearest you, and ask the representative from Energy Conservation Services how you can conserve energy at home and at work. Here is the schedule:

Feb.	4	Pl. 1 (Bethpage)
	5	Pl. 2
	6	Pl. 5
	7	Pl. 3
	8	Pl. 30
	11	Pl. 35
	13	Pl. 40 (Melville)
	15	Pl. 43 (Great River)
	20	Pl. 6 (Calverton)
	21	Pl. 7 (Calverton)
	25	Pl. 25 (Stuart)
	27	Pl. 66 (Milledgeville)
	29	Pl. 56 (Glen Arm)

Real life Grummanites pose for the special energy poster that will appear on boards at all aerospace facilities next month. They are (l - r) William Thomas, Plant Protection; Carmine Urce, Pl. 5; Bob Hollimon, Employment; Nancy Kalman, Presentation Services, and Elise Barone, Medical. The month-long energy alert is being coordinated by Energy Conservation Services, a part of Facilities Engineering.

Astronauts land. *Gene Harms (R), lead engineer on a special work restraint system Grumman designed for NASA, discusses the project with two astronauts, Anna Fisher, M.D., and Terry Hart, on their visit to Grumman's Bethpage facility last week. The restraint will allow astronauts to perform exterior repairs to vehicles in space. Fisher is NASA's first female astronaut.*

G-III flies through paces at Calverton

Barring any nasty comments from Old Man Winter, the Gulfstream III flight test program continues to progress at Calverton.

Designed and engineered by Grumman Aerospace, the new corporate jet made its maiden flight on December 2 at Savannah, Georgia, home of Gulfstream American, builders of the plane. The Gulfstream III No. 1 was then ferried to Calverton.

Grumman is under contract with Gulfstream American to develop and implement an extensive seven month long flight test program.

Aside from a spiffy paint job, the G-III hardly resembles an executive jet. A red-and-white striped lance protrudes from its streamlined nose and its interior forsakes plush carpeting and comfortable chairs for an amalgam of flight test boxes.

Though bad weather has occasionally cancelled flights, the test program continues to move forward, reports Bill Fehrs, G-III Program director at Grumman. "So far, we've had to make few changes to the G-III; she's performing up to our design standards."

Bob Smyth, Flight Test director who's serving as project test pilot on the G-III program, attests to that. "This Gulfstream flies even better than the G-II," reports Smyth, who also was project test pilot for the G-II over 10 years ago. To date, Smyth and his Gulfstream American co-pilots have been flying the G-III an average of two hours per test flight. "As we get more into the program, that time period will greatly increase," says Smyth. The test flight program at Calverton is projected to involve between 300 to 400 flight hours.

"The Gulfstream flies even better than the G-II"

With the use of the Automated Telemetry Station (ATS) operated by Grumman Data Systems since 1971, a considerable amount of time is being saved compared to flight tests of G-III's predecessor, the Gulfstream II in 1969.

When Smyth flies the G-III over the Atlantic Ocean test range, the plane may be visually out of sight of the Calverton facility — but not electronically. An antenna located at Terry Hill, three and a half miles from the Flight Test Center, has its "eye" on the entire flight and provides a microwave link to the ATS.

In the ATS, Grumman engineers wearing earphones view the ever-changing computer displays. "It's like flying in the cockpit," says one test engineer. "While Smyth puts the G-III through the maneuvers called for on the flight cards, the computer-controlled telemetry station gives us the ability to analyze test results while the flight is actually taking place."

"It's like flying in the cockpit"

"We've found very few crabs (discrepancies) in the G-III thus far," says Bill Gentzlinger, G-III program manager. "But when we do, the plane captain and ground crew make the changes and we continue on with the next stage of the test program."
early spring and then the FAA will begin its extensive flight certification program at Calverton. Certification is expected by summer's end.

"We've found very few crabs in the G-III"

Meanwhile, the G-III No. 2 aircraft is undergoing static tests to check out its structural integrity at the Plant 5 Product Development Operations Center.

These static tests amount to placing loads at many different stress points and increasing the loads in determined, measured increments.

A digital data system located on the balcony overlooking the test chamber displays engineering data in real time during static tests. From the projected data trends, a test engineer can proceed with confidence or stop the test. When PLANE NEWS went to press, this G-III test program was proceeding on schedule. Testing is expected to end within three months; the G-III No. 2 aircraft will then be returned to Savannah.

R.A. Mohr

H. Schroder

R.J. Heitzmann

L. Schilling

A.F. Marzella

R.J. Kita

T.C. Shea

J. Messina

W. Hudson

service milestones

40

Robert W. Erickson, Elect. Install. (6)
Jack Messina, Plastic/Plaster Tooling (11)
Walter Hudson, Presentations Servs. (25)
David Biggs, Struct. Des. (25)
James Seno, Mass. Prop. Anal. & Cntl. (25)
John Caputo, Production (25)
Pedro Marques, ILS Log. Sys. Dev. (35)
Richard Opsahl, Dept. Ops. Mgt. & Staff (35)
George Wiesinger, Ops. Qual. Mgt. & Admin. (35)
John McAlonen, T.S. Cust. Train Instructor (39)
William Weber, T.S. Cust. Train Instructor (39)
George Hoyser, Pl. Protection (43)

35

Richard Collins, Prototype (1)
Charles Dukinfield, Fuselage Assy. (3)
Edward Andrews, Prod. Supervision (3)

30

Walter Howell, Upholstery (1)
Franklin J. Ibert, Machine Shop (2)
Carlo Ruggiero, Honeycomb Final (3)
Donald Marks, Elect. Test (4)
Richard Mallett, Structures (6)
Henry Patterson, Field Admin. & Liaison (63)

25

Ronald A. Mohr, Sub-Assy Major (2)
Harry Schroder, Producibility Eng. (2)
Ronald Heitzmann, Mfg. Tech. Mgt/Staff (2)
Lloyd Schilling, Mfg. Tech. Mgt/Staff (2)
Angelo Marzella, Struct. Des. (5)
Richard Kita, Aerodynamic Des. (5)
Ellsworth Baker Jr., Corp. Contracts (5)
Timothy C. Shea, Public Affairs-Media Relations (5)

20

Murray Duff, ILS Verif. & ILS Supp. (1)
Dennis C. Teixeira, ILS Digital Eng. (1)
Stefan Kikta, Small Parts Fab. (2)
Joseph Curatolo, Maint.-Facil. Equip. & Gen. (3)
Adolph J. Fitter, Instr. Test (6)
Robert Wallace, Elect. Bench Assy. (6)
Edward Finnick, Presentations Servs. (7)
John H. Becker, Flight Avionics (7)
Oswald G. Adams, Elect. Fab. (7)
John Bazazian, Maint-Rearrangement (12)
Eugene Burke, Reliability (25)
Marie Wood, Prog. Mgmt. F-14A (25)
William Lehmann Jr., ILS Resource Cntrl. (40)
Richard W. Giberti, Engineering (88)

15

Thomas A. Schaller, Sub-Assy. Major (1)
Francis Loiacono, Fuse FWD Sub & Major (1)
Ronald Reynolds, Prog. Matl. Mgmt. (1)
William Mishkin, ILS Mech. Eng/Des. (1)
Richard G. Magnan, ILS RF/Cntrls. (1)
David Adams, ILS Digital Eng. (1)
Robert L. Wirth, ILS Digital Eng. (1)
Mario DiMartini, Program Mgt. (1)
David Johnson, Press (2)
Walter Higgenbotham, Press (2)

D. Biggs

J. Seno

J. Caputo

P. Marques

R. Opsahl

G. Wiesinger

W. Weber

G. Hoyser

Harold Naparstek, Press (2)
Ferdinand T. Pacelli, Mach, Oper-Tech Service (2)
Elwood Gunther, Hydraulics (2)
Russell E. Dix, Assembly (2)
Mckinley Banks, Prod. Pl. — Mgmt. & Staff (2)
Julius Rago, Prod. Pl. — Mgmt. & Staff (2)
Irving Peterson Jr., Prod. Pl. — Mgmt. & Staff (2)
Frank Orobona, Insp-Mech. (2)
John Wimer, Conventional Mach. (3)
Julius Matera, Conventional Mach. (3)
Herman Garcia, Engraving (3)
James Daniels, Trans-Ops. (3)
Michael Bennett, Mach. Parts Insp. (3)
Michael Byrnes, ILS Equip. Tech. Mgt. (4)
Frieda J. Petty, ILS Resource Cntrl. (4)
Martin Lerner, ILS Training Sys. Eng. (4)
James Hart, Software Anal. & Des. (4)
Gordon Honey, Static Test (5)
James L. Ciccarello, Power Pl. Des. (5)
Vito Lenoci, Crew Sys/Equip. Integ. (5)
Nicholas J. Furia, Software Anal. & Des. (5)
Arthur Rifkin, Advanced Aircraft Sys. (5)
Dennis Romano, Customer Reqts. (5)
Bruno Rohslau, Instr. Test (6)
Henry E. Stroh, Maint. Wast. Dispos. & Grond. (6)
Vincent Lattuca, Aircraft Programs (6)
Dominico Bruno, Fluids (6)
John Toto, Fluids (6)
Joseph A. Garappolo, Elect. Install. (6)
Wainwright Carlough, Prod. Deputy & Statn. Foreman (6)
William Drinkwater, Industrial Eng. (6)
George Whitaker, Elect. & Mech. ILS Supp. (6)
Paul Dunca, Elect. Fab. (7)
Charles Bartola, Prod. Mgt. & Staff (8)
Serafino Carillo, Q.C. Lab. (10)
John Brunter, Sys. Integration (14)
Daniel Dennihy, Tech. Reqt. (15)
William Costanzo, ILS Tech. Writing (15)
Frank Pendrell, Trans-Ops. (20)
Savino Ferrantino, Sys. Des. (25)

Lawrence Michelon, Program Manage E-2 (25)
Donald F. Schlegel, Boeing Prog. Mgt. (25)
Patrick Ranieri, Configuration Data Mgmt. (25)
Paul Tressa, Configuration Data Mgmt. (25)
Mona Raphael, Procurement Serv. (30)
Marie Meyers, Invoice Audit (30)
Forrest Handshaw, Q.C. Supplier (30)
Anthony Foti, ILS Financial (35)
John Duzich, Fluid Power/Pyrotechnics (35)
Robert Sacks, Software Devel. (35)
Joseph Damico, Des. Eng. Mgmt. & Staff (35)
William Reale, Q.C. Quality Eng. (35)
Geoffrey Sutfin, TS Cust. Train Instructor (39)
Robert Hoffman, PPO-A-6 (40)
Joseph Gurney, Program Matl. Mgmt. (40)
William Monsen, ILS Sys. Implementation (40)
Attilio A. LaPorta, Tech. Reqt. (40)
Joseph Calandra, Structural Des. (40)
Vladimir Zilavy, Power Pl. Des. (40)
Martin Golinsky, Sys. Anal. (40)
Frederick Albright, Elect. Des. (40)
Louis Salamone, Mech. Detail & Finish (43)
Felix Mancuso, Prod. Supv. (43)
Daniel Mauro, GSE Scheduling (43)
Charles H. Reed, Methods Eng-GSE (43)
Robert McBride, Methods Eng-GSE (43)
Angelo Carnivale, Elect. Liaison Eng. (43)
John Slovak, Insp. Mech. (43)
Peter Czajkowski, Elect. Box & Pan Fab. (44)
Richard Bertoli, Finance (66)
Arthur Donato Jr., Instr. Test (74)
Arthur Sorenson, E-2C Wings/F-14 Weapons (77)
James Sweetland, GSFC — Mission Ops. (84)
Carl Sardella, Cntrls. & Mech. (89)
Salvatore Professore, Maint-Rearrangement (111)

Going Dutch

If springtime in the Pennsylvania Dutch country has never been part of your vacation plans, GAA might be able to change your mind. They'll even throw in Philadelphia and Atlantic City in the April 24-April 27 package.

Plans include accommodations at the Valley Forge Hilton, three breakfasts and dinners and one lunch, admission to the casino at Atlantic City, an evening at Philadelphia's Riverfront Dinner Theater, a night at the races, and a tour of the Pennsylvania Dutch country. Transportation is by deluxe motor coach.

The price is $180 per person based on double occupancy, $225 for single, and $165 for triple occupancy.

For more information, contact Ellen Drasser at the GAA office, Ext. 2133 or 2269.

Klown klub kicks off

Grumman employees are invited to put on a happy face and join two renowned Grumman clowns, Bob Barth and Jim Smith, who are forming a new GAA-sanctioned Klown Klub.

"Robbie the Klown" and "Jimmy Jet the Magic Klown" are national and international competition winners, and both are members of the Clowns of America and of other clown associations. Their combined experience in clowning totals over 15 years.

Two introductory clinics will be held in the Plant 3 cafeteria from 4 to 5:30 p.m. on Tuesday, February 5 and Tuesday, February 12.

Some of the topics planned to be covered by this new club are: beginning and advanced make-up; costuming and character presentations; selecting a clown name and the do's and don'ts of clowning; skit development and major productions; magic for children; balloonology (making balloon animals), and how to make money from clowning.

If you are interested in joining the Grumman Klown Klub, contact the GAA office, Ext. 2133 or 2269.

Tops in tennis. *Grumman Tennis Club president Pat Andrews (R) presents trophies to winners of the club's annual tennis tourneys: (L to R) Bud Larkin, most active player; Charlie Kohl, runner-up men's singles; and John Scannello, winner of men's singles. Penny Baldassare won the women's tourney; Anna Wicks finished in second place. The club is now planning its 1980 schedule; contact Andrews on Ext. 7345. (Photo by Fred Annette)*

GAA fall winners named

Over 75 people played in the annual GAA horseshoes, handball and paddleball tourneys last autumn.

Winners at Bethpage Operations were: paddleball doubles — Martin Rossi and Steve Alexander beat Al Bauer and John Tilders, 21-14; handball doubles — Nick Bincarowsky and Sam Ferrantino defeated Jim Casey and Tom Jenkins, 21-7; handball singles — Bernie Pilossoph won the final match, 21-5, over Jim Casey.

At Plant 6 on the horseshoe circuit, Al Weber won the 1979 title by beating Pat Young in the finals, 22-2, 23-10. In doubles play, Ted Oslanger and Charles Williams teamed up to defeat runners-up Bob Finch and Pat Young in the finals.

Table tourney

All table tennis enthusiasts are invited to participate in the annual GAA tournaments. Individual tourneys will be held at Bethpage, Great River, and Calverton.

At Bethpage, there are eight divisions of play: four singles and four doubles events. You may enter one of the A, B, or C divisions for singles and one for doubles. There will also be a women's division. The Mixed Doubles competition may be entered in addition to singles and doubles events.

Players who won trophies in their last Grumman table tennis tournament (A, B or C divisions) must advance into the next higher division this year. Players who did not win last year may enter the same division or the next lower one. Grummanites can always play in the higher divisions if they prefer. This year, women may enter not only the women's tourney but A, B or C division if they wish.

Bethpage tourney play takes place at lunchtime in the Plant 35 cafeteria; singles events start February 25. For more information on the Bethpage table tennis action, call Fred Danner, Ext. 5547 or 5203; or Herb Mahoney, Ext. 2133.

While Bethpage contestants should fill out the accompanying entry form and mail it to GAA, A-01, those playing at other Grumman Long Island facilities should mail their entry forms to their respective tourney directors: Plant 6, Ernie Maggi, A17-06, Ext. 6772; Plant 7, Joe Mallins, A35-06, Ext. 6650; Great River, Bob Albert, A16-43, Ext. 7956. Only A and B divisions will be played at these operational centers.

All entry forms should be returned no later than Friday, February 15.

Table tennis tourney

Name ..... Dept ..... Pl .....

Ext ..... Shift: Day ..... Night .....

Singles: ☐ A ☐ B ☐ C ☐ Women

(Men check one only. Women may enter women's event and one other.)

Doubles: ☐ A ☐ B ☐ C ☐ Mixed

(All players may enter one division plus the Mixed event.)

Doubles partners: A, B, or C Name ..... Ext ...

Mixed Name ..... Ext ...

☐ I wish to enter doubles but need a partner.

Pocket billiards tournament

Name ..... Ext .....

Permanent No. ..... Mail Stop .....

Submit to GAA, A-01 by Feb. 1

Billiard challenge set for Feb.

Headlining this year's GAA winter tourneys is the annual pocket billiards competition.

All Grummanites interested in participating should fill out the accompanying entry form and mail it to GAA, A-01, no later than February 1, 1980.

The tourney will be held at the House of Lords billiard parlor on South Oyster Bay Road in Hicksville. Play commences Thursday, February 14, at 5 p.m.

In the early rounds, the play will consist of a 75 point game with single elimination. When competition is narrowed down to four players, 100 point games will be played; double elimination takes place.

If you enter the pocket billiards tournament, you must check in with Mike Cherry on the first night of play at the House of Lords.

appointments

Among those who recently received changes in assignments were: CONFIGURATION/DATA MANAGEMENT DEPARTMENT — John Mullineaux, manager, E-2C Configuration/Data Management; Henry Lobato, deputy manager, E-2C Configuration/Data Management, both from Pl. 25; CORPORATE QUALITY AND SAFETY OPERATIONS — Richard Boris, program quality manager, Cammacorp and Nacelles and Thrust Reversers, Pl. 40; DEPARTMENTAL OPERATIONS — Ronald Yaconetti, technical specialist, New Customer Applications of ILS Commodities Controls; Robert Schwarz, ILS deputy program manager, E2/C2, both from Pl. 1; Evan Duane, project leader, A-6 Software Program; Arthur Simendinger, group leader, Software Development — EF-111A, both from Pl. 7; Signorino Sardi, group head, IPB Publications, Pl. 15; Thomas Costa, E-2C project engineer, Foreign Military Sales; William Matzen, manager, F-14 Software Program, both from Pl. 25; Mark Siegel, section head, Aerodynamics; Robert Grossman, section head, Propulsion, both from Pl. 35; Stephen Farrell, project leader, EF-111A Vehicle; Richard Ponzini, project manager Supply Operations EF-111A, both from Pl. 40.

obituaries

ARTHUR CALISSI of Templates, Pl. 11, died Jan. 4 at the age of 34. He had been with the company since 1978 and resided at 53 Scherer St., Bethpage.

WILLIAM VELKY of Plant Protection, Pl. 36, died Jan. 5 at the age of 57. He had been with the company since 1965 and resided at 88-14 214 St., Queens Village.

OSCAR K. BOS of Machine Shop, Pl. 2, died Jan. 7 at the age of 58. He had been with the company since 1963 and resided at 26 Kenneth Ave., N. Bellmore.

LOUISE F. COLE of Controls, Pl. 2, died Jan. 7 at the age of 57. She had been with the company since 1972 and resided at 59 Melrose Ave., Massapequa.

CHARLES ANDERSON of Standards, Pl. 35, died Jan. 8 at the age of 63. He had been with the company since 1965 and resided at 17 William Penn Dr., Stony Brook.

The way it was

Grumman builds its first plane

While other companies larger than Grumman Aircraft Engineering Corporation closed their doors in 1930, the first Grummanites celebrated the company's first year of operation with a profit of $5,476.

But the infant company still had its woes. The 23 Grummanites put in a busy year making floats, repairing wrecked Loening amphibians, and even turning out a few aluminum truck bodies. But their dream was to build their own plane for the Navy; a good portion of 1930 was devoted to convincing the Navy that this small group of aircraft designers could do it.

The dream came true on March 28, 1931. The U.S. Navy issued a contract for one High Performance Fighter to be designed and built by Grumman. In the small garage at Baldwin, Long Island, it was known as "The Plane"; to the Navy, it was called the FF-1 or plucky "Fifi."

The Plane was a two seat bi-plane destined to be the first carrier-based fighter with an enclosed cockpit and retractable landing gear. The Fifi was more than 11 m.p.h. faster than the Navy's standard single-seat fighter. A prime reason for its superior performance was its drag-reducing retractable landing gear, a Roy Grumman innovation that proved the practicability of such gear for all subsequent carrier-based aircraft.

The Plane also marked the beginning of the Grumman's Ironworks tradition. For instance, when pilots inadvertently forgot to drop the landing gear and made a belly flop landing, all the ground crew had to do was hammer out a few spots on the plane's belly. She was that durable.

(This is one of a series of articles commemorating the company's 50th anniversary.)

Plucky Fifi. *Grummanite Pete Toronto (R) and unidentified fellow worker check out the FF-1 bi-plane, the first plane built and designed by Grumman for the U.S. Navy.*

Personals

On behalf of myself and two sons, we wish to thank our many friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my husband Sal. To have so many caring persons expressing their farewells helped to ease our loss. Ethel LoDolce and Sons

My family and I would like to thank all of you for your kind expressions of sympathy and concern during the recent loss of my sister. Louise Portera

Your sympathy and kind thoughts will always be held in grateful remembrance by the family of George Watkins. Lois Watkins

We wish to thank our friends, fellow employees and Employee Services for the kind expressions of concern and sympathy during the recent home going of my mother. Larry Yunker and Family

On behalf of my family and myself, I wish to thank our many friends, co-workers and Employee Services for their sympathy and kindness during the recent loss of my mother. Dorthea Rhodes

My family and I would like to thank my friends, co-workers and Employee Services for their expression of kindness and sympathy during the recent loss of my mother. Edward Tung

My family and I would like to thank my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my father. Timothy Bradley

We would like to thank all our friends who donated blood at our annual blood drive. During this season there is always a shortage of blood. With your help we are able to assist in meeting the daily requirements that exist. We appreciate your continued help. Paul and Bill Andrisani

On behalf of my family and myself I wish to thank our many friends, co-workers and Employee Services for their sympathy and kindness during the recent loss of my mother. Forrest White and Family

My family and I would like to thank all of you for your kind expressions of sympathy and concern during the recent loss of my sister. Louise Portera

GRUMMAN plane news

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